

# **Shoal Creek Boulevard Improvements:**

## **Neighborhood Questions and City Transportation Staff Responses**

- 1. Safety is a bigger concern due to the increase in traffic. How much do you expect traffic to reduce within the first 30 days after the project is completed?**

Traffic volumes are not expected to necessarily reduce as a result of the project. Reductions in traffic volumes are more likely the result of added capacity on parallel routes that serve similar destinations, such as the new MoPac Expressway managed lane. Whereas volumes are not likely to change, speeds are likely to be reduced as a result of the overall street design changes. Similar street designs have resulted in a 2-3 miles per hour average speed reduction after project implementation.

- 2. Why are there bollard poles being placed in the center of the street? For example, at SCB and Treadwell it obstructs left turn lane from Treadwell to go North on SCB.**

The bollards recently installed in the middle of Shoal Creek Boulevard at the intersection with Treadwell Boulevard were installed to establish a new pedestrian crossing island. A total of 10 new pedestrian crossings will be installed along Shoal Creek Boulevard as part of this project, connecting to parks, schools, and trails in the area. Pedestrian crossing islands are protected spaces placed in the center of the street that facilitate safer crossings for people walking. A pedestrian crossing island allows a person crossing the street to focus on traffic in two segments and provides space to wait for a gap before finishing crossing an intersection. Pedestrian crossing islands also help slow motor vehicle speeds and improve the likelihood that a person driving will yield to a person crossing the street. Several of these crossings on Shoal Creek Boulevard may be replaced with concrete islands in a future phase of the project. For more information about benefits and locations of these pedestrian islands, see the [Pedestrian Crossing Islands fact sheet](#).

- 3. With current lane narrowing and east side parking striping a cyclist riding with the flow of traffic must ride directly in front of cars when crossing Koenig and is forced to do so at several side streets. How is this making SCB safer?**

At intersections along Shoal Creek Boulevard, the parking lane/shoulder tapers to allow space for pedestrian crossing islands and the new two-way bikeway on the west curb. In advance of these locations, people choosing to ride a bicycle in the shoulder/parking lane will merge into the general travel lane to proceed through the intersection. New temporary signage has been installed in advance of locations where the parking lane/shoulder area tapers to allow space for the pedestrian crossing. These signs are intended to raise awareness that people on bikes will merge into the general travel lanes at some locations along the street. People driving and people riding bikes should also use caution at intersections where space is shared, in advance of the installation of the two-way protected bicycle lane on the west side of the street. The two-way protected bikeway is being activated in segments, once intersection work is complete at Foster Lane, 45<sup>th</sup> Street, Hancock Drive, and 38<sup>th</sup> Street. Once completed, people riding bicycles will have a choice to use the two-way bikeway or choose to use the general travel lanes.

4. **Drainage along SCB between 2222 and Hancock is poor. What will be done to improve this for the new 2-way bike lane? Large cars and trucks do not fit in the new parking which can be dangerous.**

At Shoal Creek Boulevard/Hancock Drive, crews will widen the drainage inlet and flatten the slope on the east side of the street, which will improve the drivable surface. This work will take place when crews are working at the Shoal Creek Boulevard/Hancock Drive intersection in spring 2020. No additional drainage work is proposed as part of this project. The parking lane on the east curb of Shoal Creek Boulevard is now 7.5 feet wide after restriping. Parking lane widths of 7-8 feet are general recommended. Given the 40 foot cross section of Shoal Creek Boulevard in this section, the 7.5 foot parking lane allows for two 10 foot general travel lanes, and two 5.5 foot bike lanes on the west curb with a 1.5 foot buffer space to provide a bikeway for all ages and abilities that can support the mix of commuter and recreational riders.

5. **How are new changes improving pedestrian and one-side parking safety?**

The new street design is expected to reduce motor vehicle speeds and shorten the distance a pedestrian must cross at any given place along Shoal Creek Boulevard, while maintaining the ability to park along the street. The new roadway design on Shoal Creek Boulevard also includes 10 new pedestrian crossing islands. These pedestrian crossing islands are protected spaces placed in the center of the street to facilitate safe crossings for people walking. A pedestrian crossing island allows a person crossing the street to focus on traffic in two segments and provides space to wait for a gap before finishing crossing an intersection. Pedestrian crossing islands also help slow motor vehicle speeds and improve the likelihood that a person driving will yield to a person crossing the street. For more information about benefits and locations of these pedestrian islands, see the [Pedestrian Crossing Islands fact sheet](#).

6. **How is dog park parking being provided now that bike lanes have taken over those parking spaces. Dogs will now have to cross Shoal Creek.**

People who prefer to park on the west side of Shoal Creek Boulevard near the dog park will still have the option to park along Stoneway Drive or Dover Place. A pedestrian crossing island will be installed at the Far West Trail extension, which can be used to cross Shoal Creek Boulevard for people parking on the east side of the street. This island will be similar to the pedestrian crossing island recently installed at Northwest District Park.

7. **Why is there pedestrian crossing from Northwest Park steel bridge to the house across the street when Greenlawn pedestrian crossing is less than a block away?**

During the public process for this project, ATD received feedback on a number of locations where better pedestrian connectivity was desired at access points to schools, trailheads, parks, and other nearby destinations. This location was requested in part due to the large number of people walking and riding bikes to Northwest District Park. For more information about the benefits of pedestrian islands, please see the [Pedestrian Crossing Islands fact sheet](#).

8. **Are drive lanes 10 feet wide? They do not look like it. Pedestrian islands are located at curves and push auto traffic into curbs. These turns are dangerous especially at night with poor lighting.**

The roadway design before resurfacing on Shoal Creek Boulevard included 10 foot travel lanes. The new street design also includes 10 foot travel lanes with lane widths widened to 10.5 feet around tight curves. While the lane width has not been reduced, the perception is that the lane widths have narrowed due to the narrower parking lane on the east curb and the new dedicated space for the bikeway on the west curb. The locations of the pedestrian islands were the result of engineering considerations and input received from the community. Adjustments have been made in recent weeks to extend the transition striping around some of the new pedestrian island locations. The design is intended to encourage people driving to slow down as they approach these pedestrian crossing island locations, as well as to encourage yielding behavior.

9. **Will signs/bike images be installed to clarify the intended use of the lanes?**

**Observation: Parking lanes and car lanes are too narrow. Bollards near park next to creek between bike lanes and sidewalk seem misplaced. West side bike lane is used as turn lane on 2222 intersection including police.**

Yes, additional signage, markings and physical protection will be installed along the west curb to establish the two-way bikeway, once work at the intersections of Foster, 45<sup>th</sup>, 38<sup>th</sup> and Hancock is completed. In the interim condition, the west curb remains a shoulder/parking lane. Temporary buffer lines have been installed on the approaches to major intersections to indicate that the space being held for the two-way protected bikeway on the west curb should not be used as a second southbound lane or a turn lane.

Additionally, temporary construction signs have also been installed along Shoal Creek Boulevard to alert people traveling through the area that roadway construction is underway and to use additional caution when driving through the area.